

INFORMATION REPORT

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SUBJECT Miscellaneous Information on the
Reichsbahn in the DDR

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1. In the conversion of Reichsbahn installations to individual peoples'-owned enterprises, the several railway repair shops (RAWs) in the DDR disposed of the largest part of their stocks of parts and supplies to the Deutsche Handelszentrale (DHZ). These stocks were purchased outright by the trading organizations at an arbitrarily-set, lump-sum price which did not take into account the current value of the property. The trading organizations continued, by agreement, to store these stocks in the warehouses of the RAWs, from which they now resell to the RAWs such supplies and parts as their requirements demand, at a newly-fixed price plus a two percent handling charge. The RAWs are permitted to keep on hand sufficient stores to carry them for only one month.
2. The freight car count for the DDR is presently around 80,000. The large increase is attributed to the temporary retention of considerable numbers of foreign and West German cars. This has resulted in unusually high demurrage fees.
3. The emergency reserve in coal amounted to a 5.6 day supply on 29 January 1951.
4. Orders have been given to plan the movement of all Berlin-bound interzonal trains for passage over the freight outer ring, instead of running them directly into the city.
5. The new steel plant VVB Brandenburg is located on the Reichsbahn property of RAW-Kirchmöser. Disagreement has now arisen between the administration of the railways and that of the steel plant over responsibility for the payment of real estate taxes.
6. The Reichsbahn signal department had shops and stores located on Kolonnen-Strasse in the U.S. Sector of Berlin. Last year a new plant was erected in the Soviet Sector of Schöneweide. On 1 February 1951, the transfer of stores and machines to the new location began. The Schöneweide plant, however, has now been turned over to heavy industry. The machines brought over from the old location are to remain at Schöneweide, while the signal stores are to be transferred to the Reichsbahn truck maintenance shops on Markgrafendamm in the Soviet Sector. This necessitates renewed activity at the former Kolonnen-Strasse plant, where the greatest share of machines and supplies still remain. Closing of the old installation has been definitely postponed.

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25 YEAR RE-REVIEW

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CENTRAL INTELLIGENCE AGENCY

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7. According to the DDR five-year plan, the Reichsbahn is to lay 750 kilometers of new track and to rebuild completely 2,300 kilometers of track by 1955.

8. Walter Oelkers, President of RBD Halle.

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His successor as President of RBD Halle is Giese from Reichsbahnamt Wittenberg. Vice President of RBD Halle is Hans Wendt.

9. Strained relations have developed between the President of the Reichsbahn, Kramer, and the chief of the locomotive technical department, Richter. Kramer is insisting that freight trains be operated in greater lengths while Richter refuses to accept this program unless he is assured of more hard coal for his engines.
10. The head of RAW-Brandenburg, Stader, was arrested on 4 February 1951 for failures in connection with the fulfillment of the two-year plan.

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